

The AEROGRAM

JUNE, 1912



Portland Harbor, Maine

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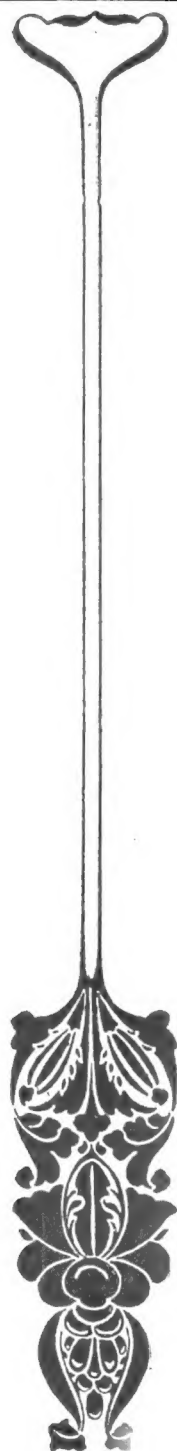


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TRYING FOR HARMONY OF
PRICE AND CASH ON HAND.

THE AEROGRAM

VOLUME VII

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NUMBER 6

CLOTHES OR SPRING FASHIONS

By R. M. Brinkerhoff

EVEN the most casual glance at this season's window displays will assure one that both figures and stripes will be given much consideration by careful dressers. Take the figure 45, for instance. It makes a neat effect on a snowy white card, reposing on the bosom of a coat in a Broadway window. When this figure design 45 is preceded by two nice upright "stripes" and a letter "s," making this design, "\$," it is easily seen that figures and stripes can be so combined as to produce a very natty effect (on the buyer).

A little heartfelt as well as expert advice on cuts and weaves and fabrics may not come amiss. Most any "cut" is desirable but it will be hard to run across even a ten per cent. "cut" till the August sales begin.

The careful dresser should consider harmony above all else. If a price mark or a tailor's announcement harmonizes with the amount of currency you have (or hope to have soon), that combination may be said to be suitable for you.

The writer, after consultation with many prominent furnishers, can state positively that fur hats and caps will be worn but little this summer, and that straws will be in better form. Flannels will be worn, but the cut will vary somewhat from the sort worn by the same dressers during the winter months. This summer's flannels, being of the visible sort, should be kept in better press than is necessary in the case of the winter garments.

The styles in shirts will be much the

same as in former years, but a few suggestions may be helpful to those who find it hard to decide. Our reliable fashion journals state that shirts may be made of any material, except sheet-iron and asbestos. Shirts should have a body, two sleeves, a bosom and a collar band.

Shirts composed of a bosom and collar band only are not considered correct. This is especially true in New York, where a street car accident, a



*SHIRTS COMPOSED OF A
BOSOM AND A COLLAR BAND
ONLY ARE NOT CONSIDERED.*

blast, a bomb or a hold-up may cause a readjustment of your anatomy and re-assembling of arms, etc. It is always embarrassing to fond relations and friends to have to view your remains at a hospital or morgue when any little orthodox requisite like a shirt or socks is conspicuous by its absence. Thus, it may be said, that some articles of clothing are worn for our friends' sakes as much as for our own.

If, after consideration, you should decide upon a shirt composed only of a neck band and bosom, a celluloid cuff should be inserted in each coat sleeve and fastened with a safety pin. If a

pin is unavailable, a nail may be used. Care should be used in its adjustment, however, as one's dressing should never betray haste.

Trousers for spring and summer will be of various cuts and waves. Men from the ages of sixteen to ninety-three will wear "long" trousers. Men from the ages of ninety-three to one hundred and twenty-eight will not wear trousers at all. Dressing gowns of some quiet shade will be the appropriate thing. For men beyond this age we would not suggest any style or cut to obtain throughout the entire summer. Feathers will be worn by some, asbestos by others, but it is not the purpose of this magazine to encroach upon the fields of ethical culture journals. Men from the ages of four to sixteen will wear what are known as "knee pants"—that is, pants reaching from the belt to the knees or thereabouts. Knee pants should be wide enough to go around and a little to spare, so that the wearer may sit down if he so desires, or it is desired of him.

A NAIL MAY BE
USED →



MEN FROM THE
AGES OF FOUR
TO SIXTEEN WILL
WEAR "KNEE PANTS"





FEATHERS WILL BE WORN.

Of course, various cuts and fabrics are permissible, but all trousers for men of this age should have certain general qualifications. There should be an opening at the hip big enough for the wearer to climb into, and two holes at the bottom for the legs. For the younger wearers, we suggest a fabric of oilcloth, sheet iron or leather, with brass plates on the seat and knees.

For trousers for men between the ages of three months and four years, see *Ladies' Home Journal* or any recognized mothers' magazine.

Shoes will be much the same in style as in former years. Bed slippers will be worn extensively, though not for business or early evening affairs. Hip boots will be worn, but for afternoon teas and evening dances some other style of boot may be found less conspicuous.

Coats will be worn but little, even by some of the most fastidious dressers. Coats, this year, will be worn over the shoulders and body. They will be buttoned in front by means of peculiar and ingenious contrivances known as buttons and buttonholes. Coats will have two sleeves, just as in former years.

Coats may be of any material. Rubber coats will be worn by firemen and sailors. Fur coats will be worn but little, as there are no more poles to discover.

While it is supposed that this discus-

sion and the suggestions are ample, and cover the whole field of fashion, it may be found that individual wearers, through eccentricity or excessive originality, may desire to incorporate some of their own ideas with those herein expressed. On a later date we will give our feminine readers the latest helps and hints as to correct street and evening dress.

Man's Leg is Amputated by Wireless

OPERATOR ON LONELY ISLAND IN GULF OF MEXICO GETS DIRECTION FROM SURGEON ON STEAMER 420 MILES AWAY.

NEW ORLEANS.—How a laborer on Swan Island, a lonely wireless station in the Gulf, sustained a crushed foot; how the wireless operator on the island communicated with a ship 420 miles away, raised the surgeon and got him to explain the proper way to amputate; then how the operator's assistant performed the operation, is a story told by the manager of a big shipping firm to-day. New Orleans physicians described it as "surgery by wireless."

Swan Island is one of the links in the United Fruit chain to the tropics. When a laborer hurt his foot in a tram car accident, and there was no medical books at hand and no one at the station ever had trifled with surgery, the operator had an "inspiration." He called a fellow craftsman on a ship passing 420 miles below into the Caribbean Sea. The situation was explained to the ship's surgeon, and, detail by detail, he explained just how the amputation should be handled.

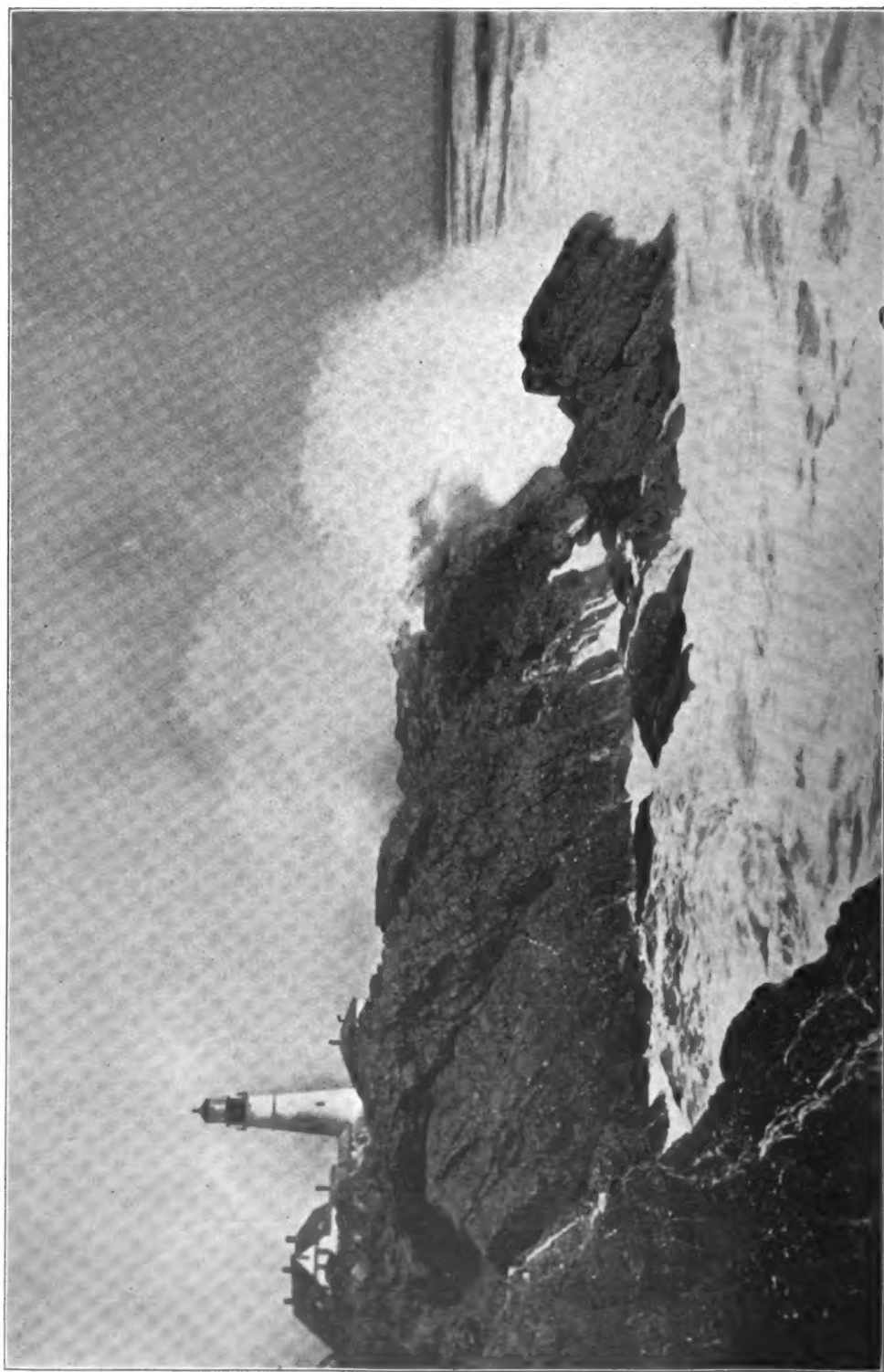
After the arteries had been tied and the wound dressed, the patient recovered his senses, and insisted on pressing at the wireless key to express his thanks.

Lifelike

"These mechanical toys are very lifelike."

"How so?"

"Johnny's automobile has run down the cat and knocked the sawdust out of two dolls."—*Exchange*.



PORTLAND HEAD LIGHT.

PORTLAND, MAINE, AS A SUMMER RESORT

One of the most charming spots on the Maine coast is Portland. To the tourist, the town offers the luxury of modern hotels; the nearby seaside the pleasures of Atlantic City; and jaunts to the mountain resorts are vividly remembered for scenic grandeur.

The residential sections of Portland are fascinating. There are long shaded streets lined with brick houses, each standing back of its small lawn. There is the sweep of the long boulevard with its statue of Thomas B. Reed, one of the city's distinguished sons, and its outlook away to the White Mountains. It is a view somewhat reminiscent of the panorama from the Café Anglais at Pau.

At the other end of the city there is another Promenade which overlooks Portland Harbor. The view of the harbor—its schooners, barges and light pleasure craft, the islands of Casco Bay in the background with the sun descending—is gem-like. On this same Casco Bay there are opportunities for ideal pleasure trips. The bay is said to contain 365 islands and at many of these steamers touch. Among the interesting trips is one to Orrs Island, where the house about which Harriet Beecher Stowe wrote her famous book is standing.

The Casco Bay Line, by the way, holds a most enviable record. In its many years of existence, an accident has never occurred to any of its boats. Perhaps a traveler would wish to hire a motor boat or yacht. He might well visit old Fort Gorges, now utterly abandoned. It is situated on a small island and is one of the picturesque points which the eye catches immediately on entering the harbor. Subterranean vaults, dark stairways and winding passages there are galore. Peaks Island boasts a fine hotel, a theatre, and a skating rink. There is also a park somewhat on the Coney Island fashion here.

The star point of interest just outside of town is Cape Elizabeth with its large Casino. An excellent shore dinner is served here. Later in the tranquil evening the diner may sit on the piazza—the harbor spread out before him. The surf booms on Portland Head Light, great steamers pass slowly by, and meanwhile an orchestra plays waltz music entrancingly.

There are many pleasant trips that can be made from Portland by train or automobile. About twenty miles away is Poland, where the famous Poland Spring House and the Mansion House are located. Here the tired business man may rest and recuperate. The spring from which Poland Spring Water is taken may be seen here and a glance through the glass sides into the clean and sanitary bottling house, is most fascinating.

Quite a different excursion is that to Old Orchard. The beach there has miles of clean, hard sand extending far into the ocean. The water is warm, there are no dangerous spots, and so bathing is very attractive. Throughout the day thousands of swimmers frequent the water. Along the board walk vendors of salt-water taffy, ice cream cones, and popcorn reign raucously supreme. At night the jostling crowds, the music from dance halls and skating rinks and the shrill voices of the fakers spread a feeling of gaiety and pleasure.

A trip by electric car to Riverton Park is another favorite attraction. This quiet beautiful resort on the Presumpscot River offers many delights. Canoeing on the river is a choice recreation to the younger people; there is a large deer park through which the visitor may wander; and the fine Casino offers rest to the weary and refreshments to those that are ahungered.

Historically interesting is the city of Portland. Over a century ago it was a place of great importance in the coast-



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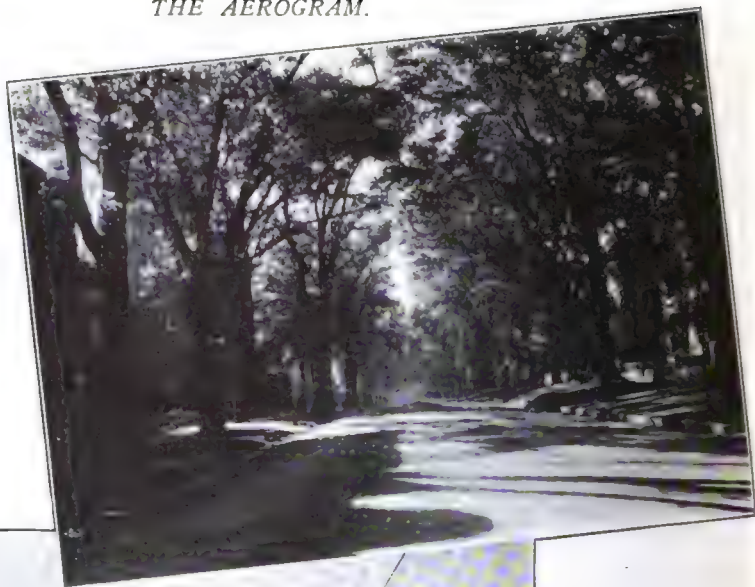
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VIEWS OF PORTLAND, MAINE.

wise trade and a fleet of ships, sailing to Florida and the Indies, bore the town's name upon their sterns. During the Revolutionary War, Portland was one of the most patriotic towns in the colonies. Many were the supplies and companies which it sent to Boston to aid the provincial armies. There is a most interesting book in existence concerning this town—the diary of Parsons Smith and Deane. It is of great rarity and valuable to the book collector because of its narrative of New England life with its tale of hardships and Indian insurrections in days when this country was young.

One of the most interesting parts of the city is the old Eastern Cemetery. The epitaphs of this period almost make one suspect that the authors spent more time in writing them than sorrowing over the memory of those whom they commemorate. The following poem is engraved on the tombstone of a woman who was drowned at sea, but whose body was afterward recovered:

"From the cold bosom of the wave
Where others found a watery grave,
This lifeless corpse was borne, and here
The friend of virtue drops the tear
That mourns the much lamented.
But, ah, what bitter tears are shed
For fathers, mothers, babes who sleep
In the dark mansions of the deep.
Then young and old: rich and poor pre-
pare,
For God may summon when you're not
aware."

No traveler in the vicinity of Portland should leave without seeing the birthplaces of some of the famous men born there. Among the town's most notable sons are William Pitt Fessenden, Neal Dow, Thomas B. Reed and Henry W. Longfellow. The Longfellow House on Congress Street is a most interesting spot to visit. Although the distinguished poet was born on Fore Street in the house of his uncle, he passed his early days in the Congress Street house. This house sets back from the noisy street, bounded by a high iron fence and a plot of grass. Under a small portico is the entrance. The interior contains a wealth of old-fashioned furniture. In the parlor is the first piano ever seen in Portland. When

the poet's aunt played upon it a crowd was accustomed to gather outside and clamor for more.

The visitor to Maine will carry back with him, along with his sun-burnt countenance, a pleasant remembrance of many enjoyable days. He will recall excursions on sun-kissed Casco Bay; steamer trips on Sebago Lake and up the Songo River; cool bathing from the curve of beaches which sweeps from Portland to Boston, and strolls in quaint old historic Portland. As he reflects on his stay, his thoughts will unconsciously be like those of the poet Longfellow:

"Often I think of the beautiful town
That is seated by the sea;
Often in thought go up and down
The pleasant streets of that dear old town,
And my youth comes back to me."

Her Father's Business

A wealthy business man of Chicago had married a policeman's daughter. As he became rich, both he and his wife spoke less frequently of the fact that the father had been a policeman. Not that they were ashamed of it, but it was just as well not to mention it too often.

One day Mrs. Dahl had a luncheon at which there were many well-known society women. The conversation drifted to the subject of their fathers' business. After every one else had told how her father had made his money a guest said:

"And now, Mrs. Dahl, what was your father's business?"

"My father was in the copper business," replied Mrs. Dahl composedly.—*National Monthly*.

Reviving Her

It was a girls' basketball team, and play had been strenuous.

"Irene has fainted," cried some one.

"Steady, girls," said the captain. "Give her a little air and pass the fudge."—*Exchange*.

The Author

"Wasn't it David who said, 'All men are liars?'" asked the office poet.

"No; Roosevelt," replied the office grouch.—*Cincinnati Enquirer*.

MARINE WIRELESS OPERATORS' FUND

of the Maritime Association of the Port of New York

78 BROAD STREET, NEW YORK

COMMITTEE

H. H. RAYMOND Vice-President & General Manager Mallory and Clyde Lines Pier 36, North River, New York	H. B. WALKER, President and General Manager Old Dominion Line Pier 25, North River, New York	C. C. GALBRAITH General Manager United Wireless Telegraph Company 42 Broadway, New York
Treasurer FREDERICK V. L. JONES Treasurer Maritime Association		

Memorials of Heroes

Many lasting memorials will keep alive the fame of heroes of the *Titanic* disaster. In Liverpool, as a special cable dispatch in *The Sunday Times* announced, a group of statutory will be erected in honor of the engineers of the big ship, all of whom perished in the performance of their duty. Monuments will record to posterity the bravery and martyrdom of all the noted men who went down with the *Titanic*. It is not likely that the memory of the little band of musicians who played until almost the last moment will be neglected. A movement to build a public memorial in their honor would have world-wide support. The body of their leader, Hartley, has been recovered and will be taken to his home in England for burial.

The plan to swell by American contributions the fund to build a monument at his English home to Jack Phillips, the heroic wireless operator of the *Titanic*, who kept on sending his appeal for help through the air while the ship was sinking, has been taken up spiritedly by a committee of the Maritime Exchange. Bride, Phillips's brave assistant, who survived, as it seems, almost by a miracle, has contributed to the fund, which has already grown so large that the committee will widen its scope. A part of the money received will be set aside as a Phillips Memorial Fund, from the income of which wireless operators who perform brave deeds will be rewarded in the future. The Phillips fund has already been increased by the contributions by many of the fellow-workers of Phillips and Bride in the wireless service. It is a fund to which everybody should be proud to contribute something.

For Martyr Wireless Men

A FUND BEING RAISED IN MEMORY OF
PHILLIPS, OF THE "TITANIC."

(From the *New York Times*, May 19, 1912.)

Contributions to the Marine Wireless Operators' Fund, which is being raised in memory of Jack Phillips, the wireless operator of the *Titanic*, a fund being established for the benefit of operators when disabled, or for their families when they die at their posts, amounted yesterday to a total of \$611.50.

C. C. Galbraith is treasurer and chairman of the committee, which includes H. H. Raymond, director and general manager of the Clyde and Mallory Line Steamship Companies, and H. B. Walker, president of the Old Dominion Steamship Company. Contributions are sent to Mr. Galbraith, at the office of the United Wireless Company, 42 Broadway.

A part of the fund will be used by the committee to reward wireless operators for bravery on duty, regardless of nationality. A fund is being raised in England to erect a memorial to Jack Phillips in his native town, and a substantial sum will be sent from the fund collected here toward the cost.

All contributions will be acknowledged in the *Times* from day to day. The following subscriptions to the Jack Phillips Fund were received yesterday:

CREW OF THE OLD DOMINION LINE S.S.	
"PRINCESS ANNE."	
Capt. J. D. Tapley.....	\$2.00
Chas. W. Barker.....	2.00
Robert Anderson.....	.25
Sam Hansen.....	.25
C. Stevenson.....	.25
A. J. Sjodin.....	.25
K. L. Randis.....	.25

George Franki.....	.25
Leonard Rue.....	.25
G. D. Williamson.....	.25
B. C. Haskins.....	.25
O. Perkins.....	.50
E. Wood.....	.50
C. Kennerly.....	.50
G. H. Osterhout.....	1.00
George Clark.....	.25
John Blow.....	.25
Brink Williams.....	.25
William Robinson.....	.25
Stephen Chaef.....	.25
William Dennett.....	.25
William Smith.....	.25
Jonas Davis.....	.25
Irvin Jones.....	.25
Russell Kemp.....	.25
Arthur Mallory.....	.25
Henry Woods.....	.25
Walter Cotton.....	.25
Neal Cromertie.....	.25
E. Smith.....	.25
Lion Reed.....	.25
E. J. Wood.....	.25
M. J. Raiford.....	.25
W. Griffin.....	.25
Phil Green.....	.25
George Clyde.....	.25
C. Sanderson.....	.25
Benj. Faulk.....	.25
Mrs. Herbert.....	.25

Total crew SS. <i>Princess Anne</i>	\$15.00
The Macomber-Whyte-Moon Co.	10.00
Tower Manufacturing and Novelty Co.....	2.00
C. E. Norton, SS. <i>Lucy Noff</i>	1.00
Total.....	\$28.00
Subscriptions previously acknowledged	583.50
Grand total.....	\$611.50

A Relic of the "America"

BROUGHT ACROSS THE OCEAN BY A PROMINENT ENGLISHMAN, SUGGESTS ANOTHER INTERNATIONAL RACE.

The visit of the Duke of Sutherland to this country recently, bringing with him the spread eagle that graced the stern of the once famous yacht *America* when she won the Queen's cup in British waters, recalls the fact that no

effort has been made on the part of the New York Yacht Club to renew the sport of international yacht racing through a contest for this cup since 1903. As the Duke paid this nation the graceful compliment of presenting this carved eagle to the club of which the owners of the *America* were members, it seems a fitting time for their successors to make an effort to afford British yachtsmen a chance to compete for this altogether useless piece of silver apart from its value as a trophy, by which the most exciting and interesting races have been sailed, and can be sailed again if the New York Yacht Club will give foreign yachtsmen a fair show, which a large number of its members say it should but has not yet done.

Sir Thomas Lipton has time and again offered to challenge the fourth time if the club holding this prize will but allow him to sail his yacht under the club's rules that have been modified to conform to present conditions of yacht sailing in American waters. The reason for the refusal of Sir Thomas' conditions, however, it is said is more a personal than an official one, and it has been stated that if a prominent foreigner other than Sir Thomas should offer a challenge, more favorable conditions would be given the yacht that would be obliged to cross the ocean than ever before. This handicap is one that no lovers of the sport or fair play should ignore. The Duke of Sutherland's generous act may possibly lead up to more liberal action on the part of the custodians of the *America's* cup and the visiting Duke be able to return home with at least some encouragement for another challenge.

In the event of another race, the contesting boats will no doubt be reduced in length to seventy feet, the popular size in these waters for seacoast racing at the present time. The cost and upkeep of craft of this size is much less than that of the ninety-footers, and make them much easier to handle.

Satisfied

Keeper—Hi, boy! You can't fish here without a permit.

Boy—Well, I'm getting on well enough with a worm!—*Fun*.

SOMEWHAT HUMOROUS



A Matter of Great Importance

"Hey, Missus! You've dropped a hairpin."

Matter Over Mind

Little Florence had a very bad toothache and was crying softly to herself. Her aunt, who was a believer of Christian Science, went over to the little girl and said.

"If you had any faith, dear, you would have no toothache."

Florence continued to sob, but between sobs she replied.

"Well, Aunt Grace, if you had my toothache, you wouldn't have any faith."—*Judge*.

At the Café

He—"Who is it you're looking at? A friend?"

Divorcee (wearily)—"No; I think it's a husband. New York is very small, really. There's no privacy."—*Judge*.

Everybody's Doin' It

"Johnny, you bad; bad boy!" cried mother. "What book is that you are kicking about?"

Aiming another blow at the tattered volume, Johnny replied, "It's 'The Hound of the Baskervilles.'"

Graduate

"I see one of our big corporations is going to do something for its old clerks."

"Good luck! What form will it take?"

"Well, after a man has been with them twenty-five years they're going to give him a gold stripe on his sleeves."

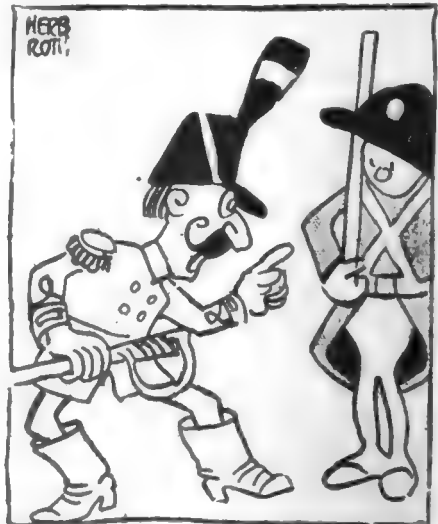
Exactly

"What are the wild waves saying?" murmured the woman, as she stood on the silver lining of the mighty main.

"Nothing, Maria," replied the man, hoarsely. "They are like some people we know; they make a great deal of noise, but don't say anything."

Sibyl—When Steve proposed to me he acted like a fish out of water."

Maud—Why shouldn't he? He knew he was caught.



Taking His Handicap

Frightened Officer—Stand till the last ditch, my brave men. Don't run until you have to. But as I am a trifle lame I—I think I will start now.

SOMEWHAT HUMOROUS

Correct



Teacher—Now that you have learned about the rhinoceros, can you tell me any other animal that has a horn and is dangerous to mankind?

Pupil—Please, yes—a automobile.

Fooling Him

"You're working very hard to-day, Jake, me son," said a friend to a bricklayer's laborer. "How many hods of mortar have ye carried up that ladder since startin' time?"

"Hush, me lad," said Jake, with a wink. "I'm foolin' the boss. I've carried the same hodful up and down all day, and he thinks I'm working!"

Signs

A keen student of human nature must have written the following:

"When you see a young man sailing down the street shortly after midnight with his collar crumpled, you can make up your mind that there's a young girl crawling upstairs not far distant, with her shoes under her arm and an extinguished lamp in her hand.

That Was Why

"Why are you so sore on that eminent millionaire? He has done some good things."

"I was one of them."

A Great Athlete

Micky Bryan and Patsy Kelly had been schoolmates together, but they had drifted apart in life. They met one day, and the conversation turned on athletics.

"Did you ivir meet my brother?" asked Pat. "He has just won a gold medal in a Marathon race."

"Bedad," replied Mike, "sure, an' thot's foine! But did I ivir tell ye about my uncle at Ballycluna?"

"I don't remember," replied Pat.

"Well," said Mike, "he's got a gold medal for five miles, an' one for ten miles, two sets of carvers for cycling, a silver medal for swimming, two cups for wrestling, an' badges for boxing an' rowing."

"Begorra," said Pat, "he must have bin a wonderful athlete, indade!"

"Shure, an' he's no athlete at all—at all," came the reply, "he kapes the pawnshop!"

Couldn't Trust Him

Judge—"Why didn't you stop beating him when he cried 'Enough'?"

Sambo—"W'y, ye see, sah, dat nig-gah is sich a liah, ye can't nevah believe 'im."—*Judge.*

Kept Everything

"You'll admit your divorced wife is a good housekeeper?"

"Confound it, yes. It's in her name, and I can't get the house away from her."

A Ready Giver

"I approach you in a worthy cause, Mr. Titewad. We want to raise \$100,000—a prominent philanthropist offers to contribute a quarter of it."

"Oh, well," said Mr. Titewad, hastily, "I don't mind giving another quarter. Can you change a half?"

THE MISER'S BROOD

By Jerome Sprague

(Copyright, 1912, by the Associated Literary Press.)

I WANT you to understand," said Mr. Iverson, irritably, "that I can't afford it. Times are bad—very bad—and you've got enough to wear. When your mother was young she didn't expect such things—young people weren't pampered then."

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"Mother," demanded the three sisters, explosively, as their father left, "mother, does he really mean that we can't go?"

"He says that you can't have new dresses," said Mrs. Iverson, deprecatingly.

"And we can't go in our old rags," flamed Gloria. "It isn't just on our own account, mother, that we hate it—it's because of what people say."

"Yesterday we heard a man murmur, 'The miser's brood,' as we passed," cried Beverly, who was the beauty.

"Oh, don't," Beth expostulated, as she saw the lines grow deeper in her mother's face. "Mother can't help it."

"I know." Beverly was repentant at once. "I know, but if father only realized."

"You can't make him, dear, by hard words," said Mrs. Iverson, gently. "He is—so—changed. His heart is tender underneath the shell—but he seems to have hardened since he made his fortune—I wish there was some way to wake him up."

"There is a way," said Gloria suddenly, then stopped as they cried eagerly, "What?"

"I've got to think it out," was all she would say when they pressed her for an answer.

Three days later Mr. Iverson was paid a generous dividend on what had promised to be a losing investment.

He carried a box of candy home to his invalid wife. It was cheap candy,

but Mrs. Iverson rejoiced. "He's really coming into his own again," she said to Gloria. "You should have known him when he was young, my dear."

Gloria kissed her tenderly. "He must have been nice to have won you, dearest," she said; but when she went upstairs to her sisters, she remarked, bitterly, "We'll probably pay for the candy by the sacrifice of one vegetable for tomorrow's dinner."

But they were not called upon for such a sacrifice, for Mr. Iverson made out the usual market list, and even added an extra salad by way of luxury.

Beth was so touched by this unusual act of thoughtfulness that she begged Gloria to desist from the plan which that determined young lady had relentlessly formed.

"It may have a dreadful effect on father," she said.

"Don't you worry," said Gloria; "he's got to be waked up, as mother calls it, and I am going to do it, finally and effectually."

The occasion for which the girls had needed new gowns was the annual dinner given for the benefit of the town's free library. Here were gathered together all of the prominent citizens, and here came the rich philanthropist from the city, with whom Mr. Iverson loved to meet and discuss financial matters, with the hope of a clew which might bring more dollars.

He cared little what his daughters wore, for no one noticed them; at least, no one in whom he was interested. Their old gowns were surely good enough for the people of the town.

But Gloria and Beverly and Beth loved pretty things, not only for their own sake, but because of the three men who had wooed and won them.

When Gloria told her plan to her lover, he was doubtful of its success.

"You'll only hurt yourself, dearest," he said, "and you won't cure your father, and what do we want with his money, anyhow?"

"I wish he'd lose every cent of it," said Gloria, passionately. "He hoards it and hoards it, and doesn't do one good or beautiful thing with it. He isn't even making mother happy—and it hurts me to see her disappointed in him."

Beverly crept into Gloria's room on the night before the annual dinner. "I'm afraid, Gloria," she whispered. "I'm afraid I won't have the courage to go through with it."

But Beth was not afraid. She, like Gloria, was sustained by the thought that something must be done to bring happiness to her mother.

"And, thank goodness, mother isn't going to be at the dinner," said Gloria.

There was much rummaging the next day in the attic. There was some giggling, too, but when Mrs. Iverson asked the cause of the hilarity, Gloria answered: "We are trying to find something to wear, dear mother."

Mrs. Iverson thought it a little strange that her daughters were cloaked and wrapped up that night when they bade her good-bye.

"I'm sorry you couldn't have the pretty things," she said, "but the boys will like you just as well, I'm sure."

Beverly's lover was as young and ardent as herself. "You're a beauty," he whispered, as Beverly threw off her cloak in the room downstairs and displayed her costume. "You've got a sort of 'driven from home look' that's wonderful."

Beverly, in an old gray gown of her grandmother's, made with a skimpy skirt and flat sleeves, with a prim little collar, and her fair curls falling over her neck, was perfect. Beth was, on the other hand, grotesque. She wore a big green silk poke bonnet, a crepe shawl and a wide skirt over a hoop. Her hands were incased in mitts and her hair was looped over her ears. Gloria was in a brown stuff gown, too big for her, and made on Quakerish lines.

They created a sensation as they came into the room. Mr. Iverson, far up at the end, talking to the philanthropist, saw the people craning their necks, and turned to look.

"Girls dressed up queerly—fancy costumes, evidently," said the philanthropist.

Mr. Iverson watched the advancing figures with smiling toleration, but as they came closer, his jaw dropped. What did it mean? Why were his girls making such a show of themselves?

In a moment the three stood before him.

"Father," said Gloria, nervously, "take us home. People are staring at us."

"What does this mean?" Mr. Iverson demanded. "Why have you made such frights of yourselves?"

Then, right before the philanthropist, Gloria made her little speech. "You told us you were too poor to give us new gowns. You told us to dress as mother did—and we have done it—what should you find in that to criticize?"

Then, suddenly it seemed to Mr. Iverson that he saw written across the face of the philanthropist, in flaming words, "You—miser——!" He saw it on the faces of all the people.

"Come away," he said, hoarsely, and went out, followed by the trembling girls, who, now that they had punished him, were in tears of remorse and humiliation.

"Who would have dreamed it would have been so awful," whimpered Beth to her lover, who had drifted toward her out of the shadows.

When they reached the house, Gloria dismissed her lover, as did Beverly and Beth. "We'll let you in," they said, "When it is all over."

Once in the house, Mr. Iverson went straight up to his wife's room. "Marta," he said, "did you know what those girls were going to do?"

She looked her surprise. "No—what is it, Stephen?"

He kissed her. "Nothing," he said, and went downstairs.

"Was it necessary?" he asked the girls, who stood waiting.

"It seemed the only way," said Gloria. "People were calling us 'The miser's brood.' We are going to marry honorable men. We love our mother. How could we go on and on, letting you grow harder and colder—we wanted to bring you back to us—to let you see yourself as others saw you."

"And now?" he asked.

"Now, oh, father," Gloria was weeping, "now we know how dreadful it

THE MISER'S BR

By Jerome Sprague

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but Mrs. Iverson was coming into the room to Gloria.

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Gloria kissed her. "I have been a little best," she said, "stairs to her. Terribly, 'We' by the sacrifice of tomorrow's comfort."

But then she had such a sad look out the window. "I had an experience."

Beth was the first to act of the kind. Gloria was the last. "That doesn't do it," she said, "less."

"It's father's fault."

"I know."

got up and went to the door.

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interference, and will permit a perfect
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a distance of three thousand miles.

was for you and for us all. We are sorry—we are sorry.”

He dropped into a chair, and hid his face in his hand. “I deserved it,” he said, and for a moment there was silence. Then Beth went and knelt beside him.

“If you knew how we love you,” she said, “and how mother loves you—”

His hand went out to her. “I know.”

Presently he raised his head, and a softer light shone in his eyes.

“Girls,” he said, “I want you to go to town to-morrow morning and buy your mother a new gown—something soft and silky and beautiful—and I want you to buy her a box of the best candy, and I’ll go up to the city and get her some roses—she used to love roses. And we’ll make her happy first—after that we can think about ourselves.”

Wireless Set 25 Pounds

IT IS DESIGNED FOR AERONAUTICAL WORK
IN THE ARMY.

WASHINGTON, April 27. — Probably the smallest wireless telegraph set ever made has just been perfected by the officers in the army signal corps laboratory here, and has been sent to New York. The receiving and transmitting apparatus weighs only 25½ pounds, and is confined within a box 15 inches square and 16 inches deep. The generator from which the apparatus derives its power adds an additional 26 pounds.

The machine is the result of the efforts of the army signal officers, under the direction of Major Charles McK. Saltzman, to perfect the lightest machine possible for use in the “fifth military arm,” or the aeronautical division. This particular set will be installed at the army aerodrome at College Park, Md., for some practical experiments. It is declared to have a sending radius of twenty-five miles on land and sixty miles at sea, but the officers have yet no data to show its carrying force when used on the aeroplane in the air.

Overheard

“Uncle Fergus, what’s the difference between Drama and Burlesque?” asked the small nephew.

“My boy, I must confess that I am ignorant of the Drama.”

Great Salt Lake

AN IMMENSE FRESH WATER SEA SOME
THOUSANDS OF YEARS AGO.

In glacier times Great Salt Lake was a magnificent fresh water lake the size of Lake Huron—that is, about 18,000 square miles—and had its outlet into the Port Neuf, the Snake and the Columbia Rivers. This was at least 10,000 years ago, but since that time the climate has become arid, and not enough water had fallen over the Great Basin to supply that lost by evaporation. Consequently the lake has ceased to flow from its outlet and gradually dried up from over a thousand feet deep to fifteen feet and from 18,000 square miles in area to less than 1,700.

It is now seventy miles long and about thirty wide, but is beautiful still and is the home of myriads of sea birds and other water fowl. It is the great resort of the people of Utah, for from 3,000 to 5,000 visit its shores daily in the summer, and many bathe in its waters. The lake contains about 7,000,000,000 tons of salt.

When the lake is high the salt is so diluted that it has gone down to 11 per cent. When it is low, as it was not many years ago, it reached saturation which for the mixed ingredients of the water is 36 per cent.

There is nothing mysterious about it any more than there would be about a teacup with a teaspoonful of salt in the bottom. If a tablespoonful of water were put in the cup on the salt it would taste very salty, but if the cup were filled to the brim with water it would not.

The salt has come from the water of the rivers flowing into it since it ceased to flow from its outlet. All river water contains salt, and the annual evaporation of from two to five cubic miles of this water leaves large quantities of salt behind, and so it has accumulated for thousands of years.

The Real Thing

SON—Pa, is a diplomat a man who knows how to hold his tongue?

FATHER—No, my boy. A diplomat is a man who knows how to hold his job.—*Harvard Lampoon.*

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Cupid and the Wireless

Officers of the naval torpedo station and the Atlantic fleet are calling loudly for government supervision of wireless telegraphy, according to a dispatch from Newport. They say that the amateurs on the coast retard important official business with all sorts of silly love messages.

To show the Navy Department just what sort of a communication an officer attentive to his duty is likely to receive when he is awaiting official orders, Captain Williams, commanding the torpedo station and superintendent of the wireless plant, has embodied a number of these intruding messages in a report.

One of the most ardent of the exhibits is addressed to "Darling Jack" and signed "Sweetheart Maggie." In the body of the message Jack is urged to come at once to Boston because Maggie's heart is just "melting away" for him and also because her "lips are dry" for lack of the accustomed kisses.

It is to be hoped that Congress will take some action to safeguard our noble seamen from these unwarrantable interruptions. It is too much to expect the officers to discharge their duty with manly vigor when such distracting messages are coming in at all hours. They are only too well calculated to turn their minds to thoughts of love and alliance instead of war and sternest discipline.

When an officer is waiting orders to set sail at a certain hour, for instance, to join the rest of the fleet, it is not right to place him in a position where he is likely to receive instead something like "Fly to me, dearest, at once. All is

forgiven." The temptation to abandon the ship and fly as requested would undoubtedly be very strong in the case of many impressionable officers. They have a right to be protected from it.

Of course, we admit it is rather hard on the "Jacks" and the "Maggies," after having gone to all the trouble of putting up wireless stations for the purpose of filling the ambient air with mutual adoration, to be restricted in their right to send messages to each other. We quite appreciate the awful agonies of a sensitive soul like the Maggie of the interrupted telegram, compelled to suffer through long and weary hours from a horrible dryness of the lips that will not yield to ordinary treatment. If there were any argument against government interference with the wireless business, the thought of such a doleful situation would certainly furnish it.

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M A R T I N I Q U E M E E T M E

Tell the wireless operator on the ship to send the message at the top of this page and the page opposite to the Hotel Martinique. He will understand, send it promptly—and *without Any Cost To You*. Then your mind's at rest.

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MARCONI TALKS OF FUTURE DEVELOPMENTS

Now that the final arrangements have been completed and the United assets have been acquired by the American Marconi Company, virtually placing the control of the commercial wireless business of the United States in the hands of this company, it is interesting to know their immediate plans for extension of the service.

First of all, within the next twelve months it will be possible to send a wireless message direct from London to New York without the assistance of the land lines, as at the present time. And it will not be long before the British stations will be flashing messages round the world. At a recent interview Mr. Marconi expressed his confidence in the scheme for girdling the globe with a great system of wireless.

"Wireless," he stated, enthusiastically, "is progressing all the time, and extending its reign in all directions. We are soon to erect powerful stations for communicating direct between England and America, or, rather between the vicinity of London and the vicinity of New York. I hope this service will be in operation within twelve months."

It has since been definitely settled that the Trans-Atlantic station for handling New York business will be located at Belmar, N. J., and that its erection will commence within the next few weeks.

Continuing on this subject, Mr. Marconi said: "The messages will go through within a very few minutes, practically instantaneously; time is at present occupied in transmitting the messages to Clifden, and repeating them on this side from Glace Bay to New York. By our arrangement with the Western Union the messages will be delivered as quickly as any cablegram.

"This will constitute the longest regular wireless service in the world, but we have sent messages over greater distances, as, for example, from Ireland to Buenos Ayres, a distance of nearly 7,000 miles."

Mr. Marconi went on to discuss the world wireless scheme, all the stations for which will be on British territory. "I shall soon have a great deal to do with this scheme in designing the stations," he said. "The exact number to be erected depends on the intentions of

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the Government, and has not yet been decided. But when this decision has been reached, we shall begin the simultaneous construction of all the stations, and they ought to be completed within twelve months.

"The Government will have the direction of all these stations, and will pay us £60,000 per station, exclusive of the cost of buildings and foundations."

The conversation naturally turned to the lessons to be derived from the *Titanic* disaster. "It shows," said Mr. Marconi, "the great benefit of wireless telegraphy, and also that it is desirable to have two operators on all ships carrying the system. Further, it proves that the proposed regulation of wireless telegraphy in America is imperatively necessary."

"No false news or false messages of any kind emanated from any Marconi station." That was established by the official inquiry and by the inquiries we ourselves made. So far as the Marconi Company is concerned there was no keeping back of news, as has been alleged. We would not attempt to do anything of the kind; neither should we have the power to do so.

"Much has been written," said Mr. Marconi, "regarding the tapping of messages. No tapping is possible when

you are communicating between shore stations; but nearly all ships are 'tuned' alike, and necessarily so. Under the Berlin Convention every ship speaks purposely in practically the same 'tune,' so that any call at sea is received by any ship within the range of the sender.

"Otherwise vessels would never be able to receive signals of distress. The intention is not that there should be secrecy at sea, but, on the contrary, there is a law which provides that every ship should speak in a certain 'tune.'"

"I do not think," added Mr. Marconi, "that anything has the more demonstrated the necessity for wireless being compulsory on all ships than has this disaster. There cannot be the slightest doubt that there are twenty times as many tramp steamers as liners crossing the Atlantic, and we know that there was one steamer in close proximity to the *Titanic* when she struck. Had this steamer had wireless, the story of the *Titanic* disaster would have been very different."

Mr. Marconi indicated that he was further perfecting wireless apparatus, notably in the direction of discovering the bearings of ships in fog. This would facilitate the finding of any ship in difficulties.

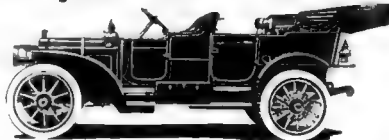
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**ADVANCEMENT OF WIRELESS
FOR AEROPLANES.**

Important advances have recently been made in the experiments with Marconi wireless apparatus for aeroplanes, making it now possible to use an aerial wire contained on the machine instead of the trailing wire formerly used.

Mounted on a Flanders monoplane the new apparatus has just undergone a thorough test at the Brooklands Aviation Ground in England, during which the discarding of the trailing wire was proven absolutely practical. This advantage is an important one, especially from the pilots' point of view, as it enables the aeroplane to fly near other machines, and also obviates any trouble which might arise from a trailing wire in the event of a landing being made in a limited space.

The early experiments were devoted almost entirely to the question of transmitting messages from the aeroplane to the ground, which has been carried on successfully up to five miles with a small set. Lately, however, the question of receiving messages in the aeroplane sent from a station on the ground has been receiving attention, and a few

days ago the first tests were successfully carried out. The chief difficulty was found to be the noise of the engine and propeller of the machine, and that the operator suffered some inconvenience from the strong propeller draught.

During the experiments a serious accident occurred, necessitating a postponement of the tests for some little time. Mr. Fisher, the pilot of the Flanders monoplane, was carrying a passenger, and in turning on his third circuit had a bad sideslip which caused him to fall a considerable distance to the ground. The machine was traveling very fast at the time, and the impact was so strong that the machine was wrecked, killing both Mr. Fisher and his passenger.

On the previous day A. W. Mathieu, the wireless operator, had flown on this monoplane with Fisher, and had received signals from the Flanders shed continuously during a flight of several miles over Weybridge and the surrounding country. At the time of the accident he was waiting for the machine to alight so that he could take the place of the ill-fated passenger. None of

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EDWARD PURCHAS, Manager.

WIRELESS MESSAGES TO RESERVE ROOMS SENT FREE FROM THIS SHIP.

the wireless apparatus was on the machine at the time of the accident. It is hoped that in the next two or three weeks the Flanders Company will have one of their new army type aeroplanes ready on which to finish the experiments which, although twice delayed by accidents, have shown the practicability of designing commercial wireless sets capable of being fitted to any type of aeroplane.

For the first time we are able to give some particulars of the Marconi aeroplane set. This set has been made up into several separately contained units, with the idea of having as wide a margin as possible for the distribution of weight; a consideration of great importance for every type of air craft. The apparatus is very strongly constructed, and has stood very severe treatment without in any way suffering from it. The source of supply can be either primary or secondary batteries, and if the latter type is adopted, a special unspillable accumulator case is supplied, from which there is no fear of acid splashing out and damaging the machine in the event of a rough landing or a fall. The only high tension wire on the machine is run in a very well insulated tube through the fusilage of the machine, which makes the pilot and passengers absolutely immune from any

chance of a shock while the apparatus is working. The trailing wire aerial is fitted with a safety plug, which is adjusted to stand only as much strain as it would be subjected to when the machine is flying, and which frees itself immediately in the event of the wire having any extra strain put upon it, such as would occur if it came into contact with trees or another obstruction during a flight. It has been found convenient for the bulk of the apparatus to be fitted underneath the pilot and passenger seats, and it has therefore been designed with a view of placing it upside down or in any other position most suitable to the type of machine on which it is to work.

The only part of the apparatus which need be exposed is the manipulating key and the small control switch, and these can be placed in the position most suitable to the pilot or passenger who is to do the observing and reporting.

The receiving station is very compact, and is fitted with a portable mast which can be erected in a very few minutes.

The wave length of the set is comparatively short, consequently the receiving apparatus is not in any way troubled by interference with other stations, and very little adjustment is required in tuning.

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Berkeley Lyceum, 19, 21 West 44th St., New York.

(Opposite Sherry's). Telephone, 1860—Bryant.

COMMON NAUTICAL TERMS

- Longitude Distance directly east or west of the Meridian of Greenwich.
- Altitude Angular distance of the Pole above the horizon.
- Sextant An instrument for measuring a required angle by the manipulation of mirrors.
- Dead Reckoning. A method of finding a ship's approximate position from the course steered and distance run.
- Equinox Equal length of day and night occurring toward the end of March and September.
- Nautical Mile The sixtieth part of a degree or Knot..... gree. Six knots may be roughly taken as equal to 7 miles.
- Chart A sea map.
- Fathom Six feet.
- Soundings Depth of water in fathoms or feet at low water of spring tides.
- Drift Current... Movement of the surface of the sea.
- Flood-tide Rising tide.
- Ebb-tide Falling tide.
- Spring-tide High-tide caused by the sun and moon being on the meridian together, or in opposition.
- Neap-tide Low-tide caused by the sun and moon being furthest apart.
- Height of Tide.. Difference between level of high-water and that of low-water.
- Age of the Tide. Difference of time between the moon's transit and appearance at the tide.
- Deadlight A covering of wood or metal for a port, used in severe weather.
- Bower Anchor... A working anchor, kept ready for immediate use.
- Sheet Anchor... A spare anchor, reserved for occasions of urgency.
- Log An instrument towed by the vessel, by which the distance sailed is ascertained.
- Log (Logbook). Official daily record of the ship's proceedings.
- Aft (abaft)..... Toward the stern or end of the vessel.
- Forward Toward the bow or front of the vessel.
- Starboard The right-hand side of the ship looking forward.
- Port The left-hand side of the ship looking forward.
- Port State-room window.
- Weather-side ... The side of the ship toward the wind.
- Lee-side The side away from the wind.
- Fore-and-aft ... Lengthwise with the ship.
- Thwartship Crosswise to the ship.
- Mid-ship Toward the middle or "waist" of a ship, equidistant from the bow and astern.
- Poop A raised deck toward the stern.
- Fo'castle The "fore castle"—seamen's quarters.
- Gloryhole Steward's quarters.
- Galley Kitchen.
- Alleyway Passageway.
- Bulkhead Partition.
- Scupper Channel for water.
- Rolling Motion of a ship from side to side.
- Pitching Plunging of a ship's head in the sea, causing up-and-down movement.
- Scending A mixture of rolling and pitching.
- Latitude Distance directly north or south of the Equator.

Lights of Ships

All vessels under way show two side lights, green on the starboard side and red on the port side. Sailing vessels carry no other lights under ordinary conditions, but steamers carry in addition to these two an elevated white light in the foretop. A vessel being overtaken by another shows a white flare light at the stern. Pilot ships on station show a white light at the mast head, and flare lights on deck at frequent intervals.

U. S. S. *Vesuvius*

One of the interesting features in the metamorphosis of what has been termed the world's strangest fighting craft of all time is her new coat of gray, which now replaces the green formerly worn by Uncle Sam's smaller fighting craft.

Since 1905, the *Vesuvius* has been doing torpedo work, and has been called by naval men the torpedo experimental vessel. The summer before last she discharged 986 torpedoes, and last summer 856 torpedoes, this being practically as many as were discharged in either season by all the rest of the entire American navy. Heretofore most of the officers have gone for instructions to the U. S. S. *Montgomery*.

The *Vesuvius* has been at Newport most of the time since 1905. In that year she ceased to be a dynamite ship, becoming a torpedo boat destroyer. It was held that she had failed to make good in her only real test of usefulness at Santiago, which proved of doubtful value, and in peace she has proven the terror of the American fleet because of the unstable explosives aboard her.

Her construction marked the height of a feeling that dynamite, the most powerful explosive then developed, would prove the end of all war. Her building was authorized in 1886. She was the offering of lay minds to the navy, and forced upon official circles by a freak of public feeling.

LAYMEN CONFIDENT.

"Of what use," asked the laymen, "to build battleships that will take years to complete at great expense, and when completed can be destroyed with a single dynamite shell? Build any little craft that will hold a dynamite gun and send her out. She can destroy the combined navies of the world."

More recently, along the same line of argument, it has been urged that the naval architects confine themselves to the designing of torpedo boats, because some battleships near Port Arthur were destroyed by these little fighters. At the time referred to, no dynamite gun had destroyed anything; but a band of South American revolutionists were said to have fitted up a battered old ocean liner with a dynamite gun and sent her to destroy the navy of a South

American Government. She never so much as went into action.

One fault which was found with the row of three guns which projected from the deck of the *Vesuvius* in her old days was that they were stationary, making it necessary to move the whole ship to aim her guns. Dynamite was then the most powerful explosive developed. It was such an unstable compound, however, that it was impossible to propel a charge of dynamite with powder. Consequently, compressed air has to be used as the propelling energy, giving the guns a possible range of a mile and a half.

The *Vesuvius*, as built, was 939 tons displacement, of steel, with 3,795 horsepower engines. It was not believed that it would be safe to fire the three small guns of the secondary battery when the *Vesuvius* had her dynamite aboard, and it was conceded that if an enemy's shell ever hit her there would probably remain but a few pieces of her to mark the spot where she had floated. Her uselessness with her initial equipment was recognized as early as 1894. During the Spanish War she was filled with dynamite and at first sent out as a despatch boat.

When she appeared among them, officers and crews of other ships, although they were brave men, were wont to turn pale. They were ready to die in battle with the enemy, but they didn't wish to be blown up by a vessel flying the American flag.

Once in a while she used to steam within sight of Havana at about 11 P. M., and throw three shells at the enemy. The explosion made a lot of noise and used to disturb the Spanish after they had gone to bed. Outside of that, they didn't amount to much. Rear Admiral Sampson used uniformly to add to his orders: "The *Vesuvius* will remain out of range of the batteries." He didn't want to see her blown up.

In 1905, Rear Admiral Converse, then chief of ordnance, decided to have the *Vesuvius* converted into a torpedo cruiser for training purposes. Her old, useless air guns were ripped out of her, and she was fitted up in more modern and efficacious fashion.

S. O. S.

Had the virtues of wireless telegraphy been discovered and applied some centuries ago, we should never perhaps have had the stirring adventures of Sinbad or the Ancient Mariner. The truth is, we come to discern more and more clearly that man's life on this planet is colored, and, indeed, largely shaped by his invention. In outward circumstances, at least, the *Titanic* tragedy would have been vastly different had it not been for the little instrument that flashed a silent message through the ocean's night and brought the aid of the *Carpathia*. But for this device, wielding its invisible, yet far-reaching power, the wreck of the great ship would doubtless have remained one of the sea's thousand mysteries. As it was, however, seven hundred and forty-five lives were saved and the world was brought into heart-touch with an epic of heroism that will continue through all time to exalt and ennoble mankind.

How many good ships and brave crews have gone down unknelled and unsung will never be known. A writer in the *New York Times* points out the interesting fact that in February, 1893, shortly prior to the perfection of wireless telegraphy, the great steel ship, *Naronic*, a freight vessel, disappeared on her voyage from England to America, leaving no trace and giving no effectual cry of her fate. And this instance is but one among thousands.

Within the past decade, however, there have been many brilliant examples of rescues by means of wireless. In the early part of 1909, the steamship *Republic*, in imminent peril of destruction, flashed its call for help, and immediately the *Baltic* came speeding to the deliverance of the sixteen hundred and fifty passengers.

Among the earliest and most interesting of the wireless aids now being recalled, is that in which a station on the coast of Labrador sent out a warning to the Canadian steamship *Stanley* that a huge iceberg, just such as that which sealed the *Titanic's* doom, was in her course. The records relate that the sea was shrouded in bewildering fog, but the wireless message reached the

Stanley in time, and her captain piloted clear of the danger.

Shortly after this, more than a hundred passengers on the *Ohio* were snatched from death on the Alaskan coast as the result of a wireless summons which brought assistance just before the vessel split apart and sank.

Not far from this very vicinity, the steamship *Republic* was in danger of going down with a collision with another vessel. Again the "C. Q. D." message availed, and every person aboard was taken off in safety.

The first ten years of the twentieth century have witnessed a truly marvelous development in wireless telegraphy.

Why Bessie Never Married

Her father's explanation: "She could not find a man her intellectual equal."

Her mother said: "She was always hard to suit."

Aunt Lena said: "Young men are not what they were in my day."

Uncle Ed said: "Her head is too full of music."

Brother Bert's reason: "She never was much of a looker, anyhow."

Her chum said: "She was never asked, that's the reason."

Bessie's own explanation: "I could not bring myself to give up my church and settlement work."

Modern Warfare

"On yonder hill," cried the general, scanning the battlefield with his glasses, "I see a black mass of men. What are they?"

"Camera-fiends," replied the second-in-command.

"And who are occupying the field to the southwest?"

"Those," answered the S.-I.-C., "are operators for the biograph."

"I see a battalion of curious-shaped guns."

"They are not guns; they are gramophones and phonographs, in which are to be recorded the roar of the cannons and the cries of the wounded."

"'Tis well!" exclaimed the general, stroking his mustache complacently. "Let the battle begin!"

NEW YORK THEATRES

By D. H. RICHARDS.

The Winter Garden

Broadway at 50th street. The latest novelty introduced here is *The Two Hollanders*, a foreign specialty act, presented by Chretienni and Louissette, both of whom are Dutch, and are appearing for the first time in this country. The act is introduced by motion pictures showing their trip to this country. Louissette dances with many changes of costume and sings in five different languages, while Chretienni

Tommy" the dancers became known by that name. Al Jolson keeps the audience in continual laughter while he is before the footlights. Take it all together it is the greatest show of its kind in this country.

Vaudeville

Hammerstein's Victoria Theatre, 42d street at Seventh avenue. The roof garden has been redecorated and reconstructed. "The old farm" built over



TEXAS TOMMY DANCERS.

takes the place of the orchestra leader and gives impersonations of various famous conductors.

The original "Texas Tommy Dancers," now at the Winter Garden, got their name in a singular manner. They originated their peculiar dance in a Barbary Coast resort, in San Francisco and were seen by a Mrs. Thomas Smith, wife of a wealthy Texas rancher, in that city. She engaged them to dance at one of her social functions, and, because her friends called her "Texas

the Republic Theatre on next building to this theatre, has been constructed into a skating palace, with real ice, at an expense of \$5,000. Eddie Bassett, Grace Helene and six other expert skaters will give exhibitions of fancy skating, garbed in unique costumes. This is one of the great vaudeville shows of this city, commencing at 8 o'clock and ending at 11:30 P. M., with Victoriascope views. Eighteen sketches in all, is "going some" in this line.



LUCILLE, AS THE ENGLISH GIRL, AT THE WINTER GARDEN.

The Rose Maid

Globe Theatre, Broadway at 46th street. This charming production has taken the music-loving people by storm. Werba and Luescher deserve great credit for producing this charming operetta, which is the newest musical offering in New York. Its music is so refreshingly original and "catchy" that the audience cannot help humming it as they come out after the performance. The story of this work is a pretty romance of a gay duke and the faithful little "rose girl." It is an absorbing love tale that rouses the audience to volumes of applause.

Amusement Parks

The new Luna Park is open. You see an enclosure larger than the midway of any world's fair, dotted with shows and amusements. All told there are 200 attractions, and nearly all of them new.

Those familiar with old Luna Park would not recognize even the site upon

which it stood. Building after building was leveled. Towers were torn down and an entirely new pleasure city was built on the site, together with a tract as big again as the old one. Some idea of its magnitude may be realized from the fact that it has required a million and a half electric lights to illuminate it.

A Butterfly on the Wheel

Thirty-ninth Street Theatre, 39th street near Broadway. Miss Madge Titheradge, who was Mr. Lewis Waller's leading lady in London, has not been able to appear with him this season owing to the big hit which she has scored in the production of "A Butterfly on the Wheel," one of the great dramatic sensations of this year. Miss Titheradge's acting is wonderfully realistic, and she has the faculty of holding the interest of the audience to the conclusion of the performance, and it looks as if this production had a long time yet to run. There is a report in theatrical circles that Mr. Waller will produce "Henry V." in New York next season with Miss Titheradge for his leading woman.



MISS MADGE TITHERADGE AND EILLE NORWOOD.

Officer 666

The Gaiety Theatre, Broadway and 46th street. This melodramatic farce is one of the "big hits" of the New York theatres, and has scored a genuine triumph. From its opening night it has turned away people anxious to spend their money at the box office to see this great play, and it looks as if it would run throughout the summer months. Mr. George Nash, Mr. Wallace Eddinger and Miss Vivian Martin are the principals of the cast, and they cause during the play many a good laugh by the large audiences.

Mama's Baby Boy

Broadway Theatre, Broadway at 41st street. A musical farce, with its initial production in New York by Mr. George W. Lederer, inaugurating a special summer engagement. The musical setting is supplied by Hans Linne, an Austrian composer, and the books and the lyrics by Junie McCree. The story deals with the deception of a woman who chopped seven years off her age when she took a second husband. She has a seventeen-year-old son, and complications come when "Mama's Baby Boy" returns unexpectedly from college. She tries to



ACT II. IN "OFFICER 666."

Bought and Paid For

At The Playhouse, 48th street, between Sixth and Seventh avenue, is one of the big attractions of this season and is still drawing well. It passed the three hundredth performance on May 20th, and seats are on sale up to July 1st, showing that this marvellous run will continue until that time, and possibly longer. This comedy, written by Mr. George Broadhurst, has for its plot the marriage problem, and the story of a young girl's mistake in life,

pass him off as ten years of age. Of course, the truth will out, and all ends happily. There are a number of good songs and a specially selected chorus, known as the "Little Fawns."

Around the World

The Hippodrome is said to have cleared more than a quarter of a million dollars from its splendid pageant "Around the World." The management foretells of a bigger and more brilliant show for next season.

Bunty Pulls the Strings

The Comedy Theatre, 41st street, between Broadway and Sixth avenue, is still playing, as every one knows, to crowded houses. So great has been the desire of the public to see this quaint and lovable Scotch comedy that even the upper tier of boxes have been sold night after night. This play is owned jointly by the Messrs. Shubert and William A. Brady and shows a profit at the present time of over \$100,000. It has



MISS MOLLY PEARSON, IN "BUNTY PULLS THE STRINGS."

passed its three hundredth performance at this theatre, and plans have lately been completed to run this attraction throughout the summer.

Two Little Brides

Lyric Theatre, 42d street, west of Broadway. This new musical production which has made such a successful run at the Casino Theatre for the last month, has been moved to the Lyric. Mr. James T. Powers takes the leading part. The theatregoer finds relaxation and amusement in this kind of opera comique,

Pirates of Penzance

Casino Theatre, Broadway at 39th street. The revival of this charming opera with its popular music and real melody, seems to be very much appreciated at the present time by the general public, who seem to want sparkling lyrics, with fun and frolic combined. We believe the revival of this great comic opera will prove an unusual success. The cast is made up of "all stars."

Colonial

The Colonial Theatre, Broadway at 62d street is running a big vaudeville show with a change of bill each week, with the best of talent from among the comedians of this country, also a comedy sketch, which is always received by the large audience with great applause. The daily papers should be consulted in reference to change of program.

Steeplechase Park

Steeplechase Park at Coney Island have provided several new forms of entertainment for this season. One of the standard amusements in this place, where everybody entertains himself and others, looking on, is "The Bounding Billows." Any of our readers who may have had an unpleasant voyage might try this amusement when they reach land and let us know how they compare.

A Life Contract

Clarence Harvey, one of the leading entertainers at the Winter Garden and having been at this playhouse continually since the opening, lately received probably the first genuine life contract ever given to a player. Mr. Harvey is fifty-one years of age, is undoubtedly the most sprightly "old man" on the stage. The contract is for the rest of his natural life, or until he voluntarily retires. It distinctly provides a rate of remuneration and gives him the most thoroughly assured income of any living actor. He is as proud of his contract as the management of having so valuable a player's services so long as he desires to continue.

The Return

Outside, it was a dark and stormy night. The wind blew—as it always does on such occasions—in fitful gusts. Suddenly a stranger appeared at the door. He pressed the button fearlessly. He was tall and handsome, but his face—as usual—was weather beaten.

The door opened, and the maid thrust her head out.

"Who are you?"

"Is this the Spriggs house?"

"Yes."

"Well, I am Mrs. Spriggs's long-lost son. I have been away from home for twenty years; during this time I have circled the globe. Break the news gently to mother, please."

"Mrs. Spriggs is not in."

"Where is she?"

"Attending a political caucus. She won't be home until one or two in the morning."

"But perchance my father——"

"He is upstairs repairing his clothes, and has left orders not to be disturbed, even if you came."

"Even if I came! Why, they didn't know I was coming."

"They have been preparing for it in case you did."

"My sister Ellen?"

"She is rolling cigarettes for a bridge party and won't be through for an hour. After that she dictates to her secretary."

"My brother William—where is he?"

"Living in Reno for the present."

"May I come in and warm myself?"

The maid shook her head.

"Sorry, sir, but my orders are positive. Both Mr. and Mrs. Spriggs have notified me that if their long-lost child turned up at any time, to tell him that they all have so many engagements that they couldn't see him for an indefinite time. You might, however, drop in again in a couple of years."—*Life*.

The Right of It

Young Wife—Do you think it is justifiable for a wife to take money from her husband's pockets?

Older Wife—It isn't a case of justification at all; it is a question of finding any to take.—*Baltimore American*.

A Yankee Trick

The great German electrical manufacturing companies seldom admit visitors to their works, fearing the loss of some of their trade secrets. On the other hand, American manufacturers seem to welcome interested visitors. According to a story related in the *Electrical World*, this liberal policy at home led an American engineer, while traveling abroad several years ago, to ask admittance to the shops of a great German company. With Continental formality, his card was received by an assistant executive, who initialed it and sent it up through several officials, it finally reaching the general manager. The latter promptly sent out a message of flat refusal. Simulating indignation, the American demanded the return of his card, declaring that he wanted to leave nothing of his in that office. The card was passed out to him with its string of Teutonic initials. On the way out, he passed the employees' entrance to the shops. Presenting the card here and pointing to the row of initials, he was received with extreme courtesy by the shop foreman, who later piloted him throughout the factory and answered all his questions with the greatest freedom.

An Innovation in Lighthouses

Lighthouses without light are about to be established by the French Government. Instead of lights, Hertzian waves are to be made use of, and in this manner vessels properly equipped will be enabled to receive warnings in time of fogs, when the ordinary lighthouses are useless, so far as shedding their warning rays abroad. Officers of these vessels will be enabled to determine accurately the direction from which the Hertzian warnings are being received, and so get their bearings. Three of these stations are to be established, and the sites selected are in the vicinity of established lights which are known to mariners.

A Big One Coming

Mrs. Cannibal—Don't eat that little missionary.

Cannibal—Why not?

Mrs. Cannibal—It will take away your appetite for dinner.—*Judge*.

The Horrorscope

The "seers" have done their very worst,
Just as they've always done;
They're certain now the old earth's
curst,

Its troubles just begun.
For months full many there'll not be
For it the slightest hope—
According to the things they "see"
In this year's horrorscope.

Earthquakes shall shock and storms
shall blow,

And there'll be wars and plagues;
And nations shall the cup of woe
Drain to the bitter dregs.

The world had just as well submit,
For it could never cope
With all the evils down for it .
In this year's horrorscope.

And kings and queens shall feel the
stroke

Of the assassin's hand;
Great cities shall go up in smoke,
And famine smite the land.
In desolation's dreadful night

We're doomed to blindly grope—
If "seer" and "seeress" "see" aright
In this year's horrorscope.

But don't forget the "seers" have said
The same old thing before;
They've earned their daily meat and
bread

(And some a great deal more)
By getting up year after year
This same old line of dope;
Their stock disasters reappear
In this year's horrorscope.

—JAMES RAVENSCROFT, in *Judge*.

Raising Vegetables by Electrical Heat

The raising of vegetables through the medium of electricity is the scheme which an English market gardener who has recently arrived in Canada declares he is going to put into effect on a farm which he has taken up on the Thames River, near Chatham, Ontario. The electrical system which this man is going to put into operation is already producing splendid returns in the south of England and in France.

Briefly, it is to heat the soil by means of underground wires. Wires carrying electricity and germinating heat are laid underground at a distance of five feet apart and one foot underground. The

heat thus diffused is carefully regulated, and its effect is to force an astonishing growth of vegetables and fruit. It is said to be more effective for forcing than the glass-house system, and enables garden truck to be produced ready for the market from one to three weeks earlier than by any other means, thereby ensuring good prices.

The cost of electricity in this region, which is covered by the Hydro-Electric Commission, is cheap.

Honors to a Captain

At the Winter Garden recently, where Captain Rostron, the commander and other officers of the *Carpathia* were guests of the management, led to one of the most remarkable demonstrations ever witnessed in a theatre in New York. The officers had seats in a box, but apparently were not recognized until Mr. Al Jolson, of the company, in the humorous speech that he customarily makes in the second act of "The Whirl of Society," suddenly turned toward them and introduced the rescuers of the *Titanic's* survivors. The audience burst into cheers and at a sign from the leader the orchestra played "The Star Spangled Banner." Both the audience and those on the stage joined in singing the anthem while every one stood. After that "God Save the King" was played and Captain Rostron joined heartily in the singing.

"Three cheers for Captain Rostron" were called for and were given in a way that shook the walls. Then there were cries for a speech from all over the house. Finally the Captain stood, and thanked his hearers for their good will.

Up-to-Date

Little Dot (aged five)—Mamma, Dick and I got married this morning.

Mamma—You did, did you? Who performed the ceremony?

"I don't know what you're talkin' about."

"Well, how did you pretend that you were married?"

"Why, I got my dishes an' set the table, an' then we both sat down, an' he said there wasn't a thing fit to eat, an' I said he was a brute, an' then he went out an' slammed the door."

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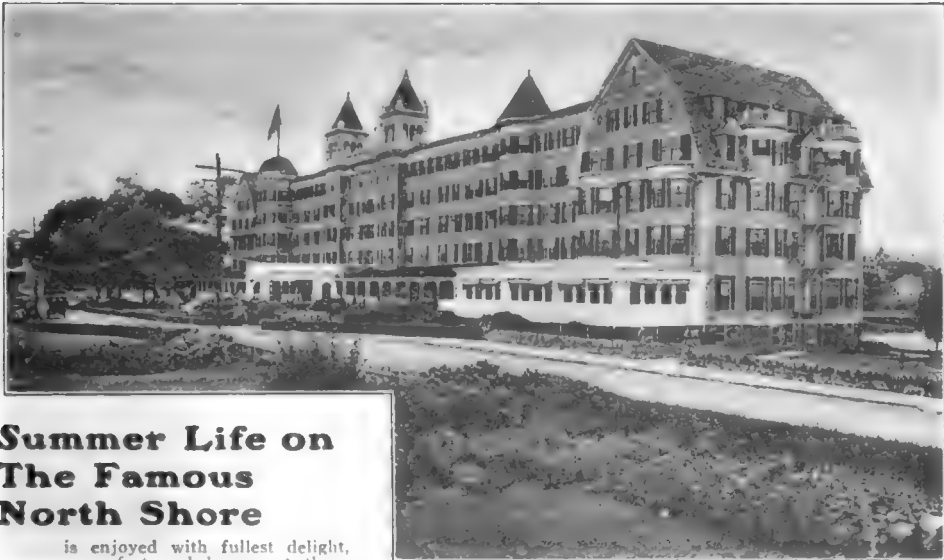


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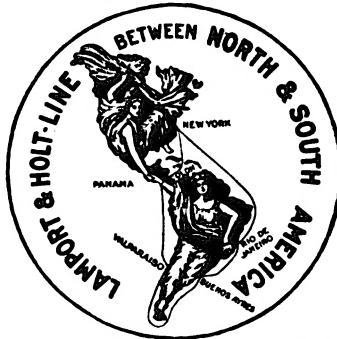
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